

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,312 號式拾壹百叁千叁萬壹第 日陸十月亥年六十二緒光 HONGKONG, WEDNESDAY, NOVEMBER 7TH, 1900.

叁拜禮 號柒月壹十年百九千壹英港香 PRICE \$24 PER MONTH

New Advertisements will be found on page 4.

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Who have consigned their Brands to Hongkong
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Enamelling is a specialty.

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PORTLAND CEMENT.

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(TAILORING DEPARTMENT).

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SCOTCH TWEED ULSTERS, for Travelling, from 50.

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"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
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METALLIC "BOILER JOINTS" as SUPPLIED to H. M. and other FOREIGN NAVIES.
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RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE

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years with PRIME BEEF, GAME, WILD

FOWLS, GAME PIES and BRAWNS, &c.

Orders are respectfully solicited.

HOPKINS' BUTCHERY,

Shanghai.

Shanghai, 1st November, 1900.

2804

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AGENTS WANTED.

15 to 25 per cent Discount Allowed. [1636]

Arrivals, Departures and other Shipping

Intelligence will be found on pages 5, 6 and 7

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Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

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HAVE ARRIVED.

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Confections of all kinds, from simple
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ALSO

CHRISTMAS
ANDNEW YEAR CARDS
IN GREAT VARIETY.A. S. WATSON & CO.
LIMITED.

HONGKONG DISPENSARY.

BIRTH.

On the 6th inst., at Dunford, Peak, the wife of
HERBERT W. BELL, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VEXES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 7th, 1900

THE Navy League at home issued last month the following statement, which, as it is brief, we take the opportunity of quoting in full. "On October 29th" the statement runs, "two Russian battleships and five destroyers are to sail from Europe to the Far East. The situation there, already most unfavourable to England from a naval standpoint, will be changed yet more grievously to her disadvantage unless she is able to forward strong reinforcements. Yet, where are these to come? The *Albion*, *Glory*, *Formidable*, *Implacable*, and *Irresistible*, all of which should have been in service in March of this year (see Estimates for 1898-9, pages 186 and 194), are still unready. The loss of our sea power in the Far East is the first consequence of that under-expenditure upon new construction against which for three years the Navy League has continually protested, but in vain. We cannot afford to weaken further our Mediterranean fleet, and we have no other ships to send. A table giving the totals of vessels in important classes of the four great European fleets in the Far East is appended:—

	Eng.	France	Ger.	Russia
Battleships	3	6	4	4
Armoured Cruisers	3	6	1	1
Cruisers, 1st and 2nd class	9	8	6	6
Destroyers	7	8	4	4

From the above it will be noted that in fighting strength England now stands third. From to-day's London telegram it will be seen that in addition to the *Pollara* and *Sevastopol*, turret-ships, and five torpedo-boats, the new 12,000 ton armoured cruiser *Gromoboi* is about to start for the Far East to join Russia's squadron, which will then number in all twenty-nine, including four battleships, one armoured and six other cruisers. The figures, therefore, given in the League's statement are an

under-not an over-estimate. What then? Is the Navy League right in its repeated warnings, or can we afford to continue on the old line as far as additions to the navy are concerned?

Writing the other day to the *London and China Express* a service correspondent asked: Why not send the *Canopus*, *Ocean*, and *Victorious* from the Mediterranean squadron, to be replaced, say, by the *Regulus*, *Resolution* and one of the *Majestic* class from the Channel Fleet, whose place in turn could be taken temporarily by *Nile*, *Trafalgar*, and *Sana Parel* or *Bombay*, and ultimately by ships now re-fitting or almost ready for commission? As a scheme this sounds very well, but it is impossible for anyone but a naval expert to pronounce definitely on its merits. Of one thing we may be certain, that had the Channel Squadron been weakened for the benefit of the fleet in Chinese waters, there would have been an outcry from the alarmists who make it their business to warn the country against the dangers threatened by France. Is it then impracticable to alter the balance of numbers with our present naval resources? If so, the Navy League claims that it is essential to add largely to our fleet. With regard to the state of affairs on the China Station the League can, if it likes, claim the support of Mr. Goschen when, speaking in May 1898 on the new British acquisition at Weihaiwei, he said: "An outpost of this kind is of value to those who have supremacy of the sea and it is from the point of view that we have the supremacy at sea, that we shall approach what has to be done at Weihaiwei." But we have not at present the supremacy at sea in Chinese waters, unless we can demonstrate that our efficiency, guns, or armour make up for the lack in number of ships on which to base our claim to supremacy. The Navy League has very definite ideas on these points, and certainly in the last two items they have some powerful statistics on their side. With regard to the efficiency of the men grave statements have of late years obtained considerable publicity in the home papers and there have been but half-hearted attempts to contradict them. It is true that similar statements have been made with respect to other nations by the critics of their own countries, and probably with the same amount of truth. But this does not affect the question. We have to look to our own defects, not to compare them with those of other nations.

It is, as even the opponents of the Navy League's methods must admit, unjust to consider the League as an alarmist body. But the matter will become increasingly doubtful with the progress of time whether, in one particular, the standard they set is attainable. By all means let them press for reform, which is necessary in the Navy, as it is in a far more serious degree in the Army. But whether it will be possible to uphold the theory that the British Navy must be a match for any two of her rivals' fleets, is a question to which serious thought must be given. As certain nations grow rapidly richer, how can it be guaranteed that we shall be able to meet their efforts step by step? The policy of isolation, so long upheld, which renders necessary the support of the League's theory of superiority to any two rivals, has received some rude shocks of late. Will it become necessary to modify it? That is one of the problems of the next century.

No fresh plague cases or deaths occurred in the 24 hours ending at noon yesterday.

A cricket match will take place this afternoon at 4.30 between the Second XI of the H.K.C.C. and the Officers of the Navy.

Alfred Christiansen, seaman on the British sailing vessel *Siorra Cordosa*, now in the harbour, fell down the hold on Monday, a distance of about seventeen feet, and was killed.

A Chinese passenger by the *Hun Kow* on Monday jumped or fell overboard when the vessel was about two hours distant from Hongkong, and was drowned. His body was found floating in the harbour, and conveyed to the mortuary.

We received yesterday from Mr. Rounselle Wildman, U. S. Consul General, the following typhoon warning, issued from Manila Observatory at 9 a.m.:—"The typhoon S.E. of Manila, is approaching South Mindoro and moving westwards." Later in the day we received the following second warning, dated Manila Observatory, 6 p.m.:—"Typhoon probably crossed South Mindoro, continuing westwards."

As we stated some time ago the Inspectors of police in charge of the different districts have been busily engaged of late in catching mosquitoes with a view to their being utilised in an investigation in connection with the theory that these troublesome insects are responsible for the spread of disease. The mosquitoes from the different districts vary in appearance much more than would have been expected. The finest specimen seems to have been caught at Pokfulam, one from that neighbourhood being on view at the West Point Police Station as large as a beetle—so the Inspector in charge says.

The British transport *Pentolota* arrived from Taku yesterday.

The French gunboat *Comete* arrived yesterday from Canton, while the French cruiser *Descartes* left for Saigon.

About the beginning of January, the Austrian Lloyd's Steam Navigation Company will start a regular line of steamers between Europe and Burma.

The Royal Hongkong Yacht Club announces its first Club Race for the 11th inst. over course No. 2, and its second for the 18th inst. over course No. 5.

Since the establishment of constitutional Government in Japan, the Imperial Diet has always been convened in November. This year's session of the Diet, it is stated, will not be opened until the end of December owing to the vast amount of work to be dealt with by the new Ministry.

In modern journalism the *Texas Star* ought certainly to take a leading place for enterprise. The Tuesday immediately following the cyclone, which commenced on the Friday, brought forth a "special extra edition" of the *Star*, which was sold at five cents per copy. It consisted of two pages of 12 in. by 18 in. The printing was poor and in some parts the words were hardly visible. It contained some peculiarly appropriate advertisements, the following being a fair specimen:—"Public attention is coming to Galveston, make your arrangements in advance for room and board at the Grand Hotel." The *Star* was the first paper issued after the disaster, although the *Galveston News* was only a few hours after it, being about half the size, and printed on yellow wrapping paper.

Mr. David J. Walters, a student from Yale is now in Japan on his way to Java as leader of an expedition financed by George W. Vanderbilt, and having for its object the solution of the problem whether the actual species of the ape-like men still exists. Earnest Haeckel, a distinguished professor at the University of Jena, maintains that this soulless, voiceless, five-fingered, tailless creature is still extant amid the jungles and tangled forests of North-eastern Java, and he last spring announced his intention to set out in quest of this link yet missing to complete the wonderful chain in the theory of man's descent, beginning with the organ-less *menovra*, and thence by seven stages to skull-less vertebrates. If the ape-like man is not in Java, Vanderbilt's agent will search the forests and swampy savannas until he is convinced of that fact. The *pithecanthropus* must be found or dismissed from the field of contemporaneous existence.

The United States Government has just decided a somewhat important point concerning the legal status of American citizens on board United States army transports in foreign waters, and incidentally the question whether a person employed on a United States Government vessel, not a ship of war, is subject to the jurisdiction of foreign courts while the vessel is in a foreign port. The incident which brought about the reference to the authorities, and the subsequent decision, occurred recently at Nagasaki. Melvin C. Scott, a fireman on the United States transport *Thomas*, was accused, while the *Thomas* was at Nagasaki on her last trip, of having assaulted a Japanese boy. He took refuge on board the transport and the Japanese local authorities made a demand for his surrender, which was refused. The Japanese authorities declared they would send a detail of men to take Scott from the *Thomas*. Captain Sawtelle sent word that any attempt to arrest Scott on the *Thomas* would be resisted by force of arms. No attempt was made. The Judge Advocate-General of the Army has rendered an opinion, which has been approved by the Department, upholding Captain Sawtelle's course and denying the justice of the stand taken by the Japanese. He maintains that a transport, while not a vessel of war, is a ship in the service of the United States Government, and her officers and crew are as free from the jurisdiction of foreign courts as the enlisted men of vessels of the Navy. The precedent established in the case of Scott will be followed hereafter.

The removal of two large naval guns from Belcher's Fort to the Artillery barracks at Victoria yesterday morning was attended with very unfortunate consequences. The guns are mounted on carriages similar to Captain Percy Scott's design, to the wheels of which are attached long dragropes for the men to pull. One of the guns reached that portion of Cairne Road intersected by Shelley Street, and the men started to haul it along, with the idea apparently of spurring a little to run it up the steep rise just past the Italian Convent. The officer in charge gave an order, it is said, for the right-hand dragrope to go ahead, and the left to remain behind the gun to steady it. Unfortunately the men on both ropes rushed ahead and started to run, as the road declines here the result may be imagined. The gun got unmanageable, and its ponderous muzzle swung one side of the road to the other, and with a crash the iron trail struck the kerb adjoining the Convent gate where a crowd of chair-coolies usually congregated. Two artillerymen were knocked down, one being picked up unconscious, the other fortunately receiving only a nasty blow on the leg. A Chinese coolie was also carried away injured. Medical aid was at once sent for by the officer in charge who did everything he could to attend to the sufferers. No doctors could be found until Dr. Gomez came along and examined the injured man, who had apparently sustained an injury to the spine. The injured soldier, whose name is Eicknell, was conveyed in an ambulance to the Military Hospital, to which place the other soldier who was hurt was sent in a chair.

Chief Justice of Cape Colony.

According to the semi-official *Konstantin* Yearbook, the Russian naval estimates for 1901 amount to 97,097,868 roubles (£10,143,400), of which 60,000,000 fall under the head of ordinary expenditure. Sixteen millions are to be devoted to strengthening the fleet, while 3,000,000 are set aside for harbour works at Libau, and 2,000,000 and 3,000,000 respectively for harbour works at Vladivostok and Port Arthur. The naval estimates for 1901 exceed the Budget of the current year by 10,400,551 roubles (£1,090,580).

The *Times* in the course of an article on "Combating Malaria in Italy" says:—"Drainage, and not the extermination of *Anopheles*, drove malaria out of England. Two, it may be three, species are still found in Great Britain, but by the reclaiming of the Fens their numbers have been vastly diminished; at the same time, the use of quinine has checked the existence of the parasite in man. The chance of a mosquito coming across a malarious patient being gradually lessened on both sides, the parasite has been eliminated, and within living memory the disease has disappeared from Great Britain.

Under the title of "An Englishwoman in China," Miss Mitford in the *Temple Magazine* tells of an interview she was granted by Mrs. Bishop. "I asked her 'If they made good Christians?' 'The very best,' she said. 'There is no cringing about the Chinese. They stand before you as men, and when they have accepted the Christian faith they will endure any torture rather than renounce it. And it is through the particular characteristics of the people that the religion will grow among them. They are such ardent propagandists. If one man is converted he will set rest content until he has converted a hundred others'—which suggests the thought that the native Christians spend a very discontented life, judging by the rate of conversions.

In his speech to the C.I.V. before their departure for home Lord Roberts eulogised the regiment's magnificent services to their Queen and country. The men, he said, came without a history; what history they had since made the world now knew. The regiment had marched well, had fought bravely, and had in all respects borne itself in keeping with the high traditions of the British Army. He had from the beginning staunchly upheld the Volunteer movement, and he considered that the City Imperial Volunteers had conclusively proved that citizen soldiers should form an integral part of the nation's strength. He would promise that the interests of the Volunteers would be always near his heart, and he hoped and believed that the regiment's fine record would have a healthy effect on the Volunteers at home. In conclusion, Lord Roberts particularly asked the City Imperials when they arrived home to testify to the noble qualities of the British soldier, their brother in arms, whose gentleness, courtesy, and bravery were the admiration of all who came in contact with him.

The celebrated Asian traveller, Dr. Sven Hedin, according to the latest reports at home when the last mail reached Abdal, on the Tashir River, in Eastern Turkistan, on June 27. He states that the Tashir is the largest river in the interior of Asia. He surveyed the river from Argian to Abdal in a ferry-boat. From Jeggeli-kp, where the river becomes a multitude of small shallow lakes, he continued his journey in a craft made up of three canoes lashed together, with a deck surrounded by a felt tent. In the beginning of March he made an excursion from the Yangkoi, where he had his winter camp, to the southern slope of the Karmuk Tagh Mountains, where he surveyed the Kumdarya bed of the Tashir, which is now dry. In the neighbourhood he found the marks of a large dried-up lake, probably the old Lob-Nor, which lies east of the present Lob-Nor, or rather the four lakes discovered by him in 1896. The dry soil was covered with a thick layer of salt and millions of mussel-shells, while the banks held many withered reeds, dead trees, consisting exclusively of poplars and ruins of houses, fortifications, temples, &c., which were often adorned with artistic woodcarvings. Dr. Hedin intended to return to this region in the autumn.

Since every battleship is said to require about one thousand tons of teak in construction, and European navies are being added to at an enormous rate, there is obviously a boom in this kind of wood, states the *Naval and Military Record*. Every effort is being made to dispense with the use of wood on board ship, but teak appears to be necessary for sheathing and armour backing. The bulk of the teak supply of the world comes, of course, from Burma, Siam being a long way second. The British Admiralty will not have anything to do with the Siamese timber, though experts have declared it to be as good for all practical purposes as Burmese. Mr. Connel Carls, in his report from Bangkok, shows that the Siamese Government are taking pains to improve the quality of the wood by prohibiting the felling of trees below a certain girth and regulating the forests. The consumption of teak appears to be increasing regularly. Besides its use for ship building and railway rolling stock, there is a noteworthy demand for it in Europe for home building and furnishing. Siam also has large forests of other woods, including agilla, sapuan, ironwood, padou, ebony, and rosewood, but difficulties of transport prevent them being worked with profit. Teak can be floated down the river in rafts, but these are mostly heavy and felled green, so that they cannot be carried in this manner. However, in spite of difficulties, before long the exportation of all kinds of timber may reach some magnitude in Siam.

A New York telegram announces that at Gutterberg, on the 4th ult., M. W. Long ran a quarter of a mile in 47 sec. This is a world's record.

Three wagon trains are on their way from America to the Philippines, accompanied by 300 mules, and a number of specially engaged wheelwrights, blacksmiths and teamsters.

The Victoria Cross has been bestowed, for conspicuous bravery in South Africa, on Sergeant H. Engleheart of the 10th Hussars, and Corporal F. Kirby of the Royal Engineers.

According to the home papers the annual dinner of the China Association is to be held on the 7th of this month (to-day). Sir Thomas Sutherland, as President of the Association, to be in the chair.

A New York newspaper, in a long article on the ill-fated *May Flint*, recalls that she gained distinction while known as the *Peruvian Monarch*, and before being made into a sailing vessel, by taking the big elephant "Jumbo" across the Atlantic for P.T. Barnum in 1882.

Every German cavalry regiment is now supplied with two boats made of water-proof canvas, which, when not in use, can be folded up. Each boat will carry from six to eight men, and the two boats bound together form a raft capable of bearing from 2,500 to 2,700 pounds.

The following appointments were announced at the Admiralty last month:—Lieut. C. P. Beatty-Pownall to the *Centurion*, additional, for Taku, September 25th; A. A. Philbrick to the *Astraeus*, October 2nd; Inspector of Machinery J. Pitt to the *Tamar*, additional, for Fleet Reserve duties, October 26th.

The *Naval and Military Record* of the 4th ult. says:—"It is rumoured in service circles that Vice-Admiral Sir Compton E. Domville will succeed Vice-Admiral Sir Harry Rawson in command of the Channel squadron in December next, when the period of the latter's appointment expires." Vice-Admiral Rawson, it will be remembered, succeeds to the command of the China Squadron.

The Peace Congress, which sat last month at Paris, had a long discussion over China. The Congress considered that the only policy commended by present circumstances consists in preparing the way for the abandonment of the protectorate, and in favouring the constitution in China of a strong and prudently progressive native Government, capable of carrying out the indispensable internal reforms and of securing, under the régime of the "open door," the effectual protection of honest foreign commerce for the greater advantage of civilisation.

Speaking in Bristol (West) on the 28th September, Sir M. Hicks Beach in alluding to the Chinese Question said the Government were opposed to any partition of China, and in this he believed they had the assent of all other civilised nations. They were not prepared to substitute European administration for Chinese Government, and held that the open door and treaty rights should be maintained. The country had already very weighty responsibilities, without adding those which would be involved by a European administration of China.

Russia, it is announced by a St. Petersburg correspondent, is about to introduce the metric system of weights and measures. Russia and England have been the two chief laggards in this matter, and with Russia's conversion to reason we shall be left alone with our systems and antiquated local scales. Our commerce has already suffered to a very large extent from the fact that foreign traders are not able to understand our standards, and will not take the trouble to do so when they can be as well served elsewhere through the medium of a commercial dialect which is internationally understood. It will certainly suffer still more with Russia in the ranks of the nations that are equipped with reasonable standards.

As a result of the experience gained in the present campaign some changes are, says the Yokohama correspondent of the *Daily Mail*, likely to be made in the equipment of the Japanese troops. Rice as an article of food will give way to ordinary European provisions to a large extent. Kiaki will also probably displace the present white tunics as a fighting dress. Japanese reports of the capture of Peking, while written in a spirit of scrupulous fairness, show how marvellously the troops were equipped and how ingeniously they fought. The officers were actually supplied with hand electric lights. During the night attack which preceded the capture of the Tse-hwa Gate, the men who led the forlorn hope with the gun-cotton to blow up the masonry stripped off all their clothing to escape the enemy's notice.

Lord Curzon, speaking in Council at Simla on the 20th ult. said that there were now two millions only receiving Famine Relief, and he expected these to return to their homes in November. This famine had affected one-quarter of the populace of India, and the loss in crops was fifty millions sterling. The financial outlay to the end of August was 854 lakhs, and there was a further estimate of 150 lakhs to the end of March. Though the mortality was high, he fearlessly claimed that he had never seen distress more quickly relieved, or officers work harder to save life. The wealthy natives had not reached a high standard of practical sympathy, but the majority of the chiefs behaved laudably. The future outlook was everywhere promising. The cotton crop would probably amount to thirteen millions sterling. In concluding, Lord Curzon said: "Our first object is to re-start the suffering in the world, and the next to profit by the lessons of the recent famine, which cannot be met with, not dismissed, without a shudder."

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE ORISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 6th November, 8.52 p.m.

A MISSING MISSIONARY RETURNS

Mr. Hewett, the missing medical missionary from Shansi, reached Hankow to-day.

MOVEMENTS OF PRINCE TUAN.

A Lanchow native despatch reports that Prince Tuan reached Ningxia disguised as a Buddhist priest. It is supposed that he was under the protection of Tung Fubsiang.

YUNG LU AND THE BOXERS.

It is reported that Yung Lu hesitates to proceed to Hianfu, fearing the Boxers' vengeance.

LU CHUAN-LIN

Lu Chuan-lin is now reported to be worse.

KANG-YI, THE SUPPOSED

SUICIDE.

Kang-yi has been promoted to the post of President of the Board of Rites.

THE EMPRESS DOWAGER.

Fearing a foreign invasion, the Empress Dowager is debating whether to proceed to Cheng-tu.

LONDON, 5th November, 6.45 p.m.

EIGHT RUSSIAN SHIPS FOR THE FAR EAST.

A Russian squadron, consisting of the turret-ships *Pollara* and *Sevastopol*, the armoured cruiser *Gromoboi*, and five torpedo boats, is shortly starting for the Far East.

THE U.S. NAVAL PROGRAMME.

The *New York Tribune* announces the naval programme of the United States for 1901. It comprises 32 vessels in all, of a displacement of 151,600 tons, including 22 gunboats for service in China and the Philippines.

[Of the new Russian warships which are coming out to the Far East, the *Pollara* and *Sevastopol* are both turret-ships of 10,960 displacement, the former of 11,255, the latter of 13,600 h.p. Both were built at St. Petersburg, the *Pollara* in 1894, the *Sevastopol* in 1895. Their armour is 15½ in., belt; 10 in. H.S. gun position; 3½ in. deck. Armament—four 12-in., twelve 5.9-in. Q.F., 34 smaller guns, and six torpedo tubes. The *Pollara's* speed is 16.2 knots and the *Sevastopol's* 17.5 knots. The armoured cruiser *Gromoboi's* chief figures are—displacement 13,234; h.p. 14,500; armour—6 in. H.S. belt and gunposition, 8 in. deck; armament—four 8-in. Q.F., sixteen 6-in. 47-in. twenty 3-in. thirty six smaller quick-firers and maxims with five torpedo tubes (four submarine); speed 20 knots.]

THE WAR IN SOUTH AFRICA.

LONDON, 6th November, 6.45 p.m.

KRUGER SERIOUSLY ILL.

It is reported that ex-President Kruger is now seriously ill.

REUTER'S SERVICE.

LONDON, 4th November.

BRITISH SOUTH AFRICA.

Numbers of Boer refugees at Lourenço Marques are returning to rejoin their commandoes. Lord Roberts reports several engagements in the Rustenburg district and South of the Orange River Colony.

There are twenty transports at Capetown waiting for the returning troops, but it is not likely that any considerable number will return home for some time. The departure of the Horse Artillery, which was under orders to return, has been countermanded.

SPAIN.

Martial Law has been proclaimed throughout Spain, owing to the appearance of considerable Carlist bands in Catalonia and Valencia. Rigorous measures have been adopted.

THE KWANTUNG REBELLION.

The attempt to agitate the people of the Kwantung province to rise in rebellion against the Chinese authorities has failed. Most of the principal towns and cities are now occupied by the Imperial troops, and the rebels, recognising the futility of any further operations on their part, have disbanded.

LATEST STEAMER MOVEMENT.

The Glen Line steamer *Glenloch*, from London, left Southampton on the 5th inst., and is due here on the 11th inst.

A St. Petersburg telegram dated 1st ult. states:—"The *Okhotsk* newspaper publishes the following:—'The Government has appeared in the foreign press regarding the alleged annexation by Russia of the Manchurian territories bordering on Russia. The tasks which the Imperial Government has in view in the Far East, have been very definitely set forth in official communications, and the tenor of the latter makes it sufficiently clear that the above-mentioned reports of an incorporation of Manchuria with the territory of the Russian Empire are devoid of all foundation.' But what about the south bank of the Amur?"

NEW ADVERTISEMENTS

GOVERNMENT NOTIFICATION.

Information has been received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE will take place TO-DAY and TO-MORROW, the 7th and 8th November, 1900, from Belchers in North-Westerly direction, commencing each day about 9 A.M.

All Ships, Junks and other Vessels are cautioned to keep clear of the ranges. The Inhabitants of the Houses near Belchers are warned to keep their glass windows open during the Practice, and all people working in the vicinity of Belchers Battery are also warned to keep clear of that part which will be indicated by Gunners placed on sentry for the purpose.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 5th November, 1900. [2829]

GOVERNMENT BILLS.

TENDERS FOR SPECIE, MEXICAN DOLLARS, current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. TO-MORROW (THURSDAY), the 8th inst.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no sums will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

S. D. CROOKENDEN,
Colonial Secretary's Office,
Queen's Road,
Hongkong, 6th November, 1900. [2828]

YAU LOONG

DEALER IN
JEWELLERY, SILKS, IVORIES AND
EXPORTERS OF CHINESE GOODS OF
ALL KINDS, &c., &c.
No. 39, QUEEN'S ROAD CENTRAL,
Hongkong, 6th November, 1900. [2827]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,
the 9th November, at 2.30 P.M., at their Sales
Rooms, 100 House Street,
SUNDRY HOUSEHOLD FURNITURE,
Comprising:—

Double and Single IRON BEDSTEADES,
MARBLE TOP WASHSTANDS, MIRRORS,
VIENNA CHAIRS, SHANGHAI
HAT BATHS, TEAKWOOD HATSTAND,
DRESSING TABLES, BLACKWOOD
WARE, TEAKWOOD WARDROBES with
GLASS, CLOCKS, COOKING STOVES,
CARPETS, &c.

Also
One COMBINATION IRON SAFE, by
VERSTAHN, Paris.

And
One MODEL of SAILING SHIP (Full
Rigged).

One STEAM PINNACE, 12 feet long, and
One FOWLING PIECE.

Terms:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 7th November, 1900. [2832]

PUBLIC AUCTION.

THE Undersigned will Sell by Public
Auction
on
MONDAY,
the 12th November, 1900, at 2.30 P.M. at his
Sales Rooms, Duddell Street,
A QUANTITY OF
HOUSEHOLD FURNITURE
of every Description
and A GRAND PIANO.
(Full particulars can be seen from Catalogue).
On View from Saturday, the 10th November.
Catalogues will be issued.

TERMS:—As Customary.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 7th November, 1900. [2833]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND
TAMSUI.

THE Company's Steamship

"FORMOSA"

Captain Hodgins, will be despatched for the
above ports TO-MORROW, the 8th inst., at
DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.

Hongkong, 6th November, 1900. [2825]

THE RUSSIAN EAST ASIATIC
COMPANY, LIMITED.

FOR MARSEILLES, HAVRE AND
COPENHAGEN VIA BANGKOK.

THE Company's Steamship

"CATHAY"

will be despatched as above on FRIDAY, the
9th inst.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.

Hongkong, 7th November, 1900. [2830]

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE"

Captain A. Ramsey, will be despatched as
above on SATURDAY, the 10th inst., at 5 P.M.

The attention of Passengers is directed to
the excellent accommodation provided by this
Steamer. She is fitted throughout with the
Electric Light.

A doctor is carried.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 6th November, 1900. [2826]

NEW ADVERTISEMENT

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.
Booking Cargo for OVERLAND POINTS.
THE First Class Twin Screw Steamer

"MILOS"

will be despatched on or about 27th inst.

For Freight, apply to
T. M. STEVENS & CO.,
Agents.

Hongkong, 7th November, 1900. [2831]

AUCTIONS

GOVERNMENT NOTIFICATION.

No. 541.

THE following Particulars and Conditions of
Sale of CROWN LAND by PUBLIC
AUCTION, to be held at the Office of the
Public Works Department, on MONDAY,
the 12th day of NOVEMBER, 1900, at 3 P.M., are
published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 27th October, 1900. [2816]

Particulars and Conditions of the Letting by
Public Auction, to be held on MONDAY,
the 12th day of NOVEMBER, 1900,
at 3 P.M., at the Office of the Public
Works Department, by Order of His Excel-
lency the Governor, of Two Lots of Crown
Land at Queen's Road West, in the Colony
of Hongkong, for a term of 75 Years, with
the option of renewal at a Crown Rent to
be fixed by the Surveyor of Her Majesty
the QUEEN for one further term of 75
Years.

Particulars of the Lots.

No. of Lot. Locality. Boundary Measurements. Cont. in Acres. Approx. Area. Approx. Price.

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PUBLIC COMPANIES

HONGKONG ELECTRIC COMPANY, LIMITED.

NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the SECOND CALL of £2.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900. Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th September, 1900. [2534]

THE HONGKONG COTTON SPINNING, WEAVING, AND DYING COMPANY, LIMITED.

THERE having been practically no response to the invitation to Shareholders, circulated and published on 27th September, to apply for Preference Shares, Notice is hereby given that an EXTRAORDINARY MEETING of the SHAREHOLDERS in above Company will be held at the Office of the General Managers on SATURDAY, the 10th November, at NOON, for the purpose of considering the financial position of the Company.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 26th October, 1900. [2743]

THE DAIRY FARM COMPANY, LIMITED.

THE FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Depot, 2, Albert Road, Hongkong, on FRIDAY, the 16th day of November, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July next.

THE TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 16th November, both days inclusive.

W. HUTTON POTTS,
Secretary.

Hongkong, 31st October, 1900. [2779]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$20 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 12th October, 1900. [2637]

WANTED A CLERK with a knowledge of BOOK-KEEPING.

Apply by letter to
"ACCOUNTS,"
Care of Office of this Paper.

Hongkong, 6th November, 1900. [2819]

EUROPEAN CLERK WANTED by a German Firm.

Apply to—
X. X. X.,
Care of Office of this Paper.

Hongkong, 29th October, 1900. [2760]

NOTICE.

TENDERS are invited for the Purchase of TWO BOILERS removed from H.M.S. "TWEED" which may be seen on the Jetty, Victoria Yard. Tenders marked "BOILERS" are to be lodged with the COMMODORE in CHARGE not later than NOON, on THURSDAY, 8th inst. Boilers will be put into junks by Government.

By Order—
H. SIMMONS,
Naval Store Officer.

Hongkong, 3rd November, 1900. [2906]

HOTELS.

WINDSOR GARDEN & RESTAURANT.

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Hongkong, 16th August, 1900. [2219]

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&c. at Macao, and they are authorized to
collect all accounts due to the Daily Press
Office on and after this date.

A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2537]

NOTICE OF REMOVAL.
THE OFFICES of the
HONGKONG DAILY PRESS,
CHUNG NGOI SAN PO,
CHRONICLE & DIRECTORY,
have this day been Removed to
14, DES VAUX ROAD CENTRAL.
Entrances, East Lane, recently Man-
aged by Co. Office, behind Moller's Shop.
Tames & Co.'s premises.
Hongkong 1st May, 1900.

[Published by Special Arrangement.]
IN WHITE RAIMENT.

BY
WILLIAM LE QUERX.

Author of "Whoso Findeth a Wife," "Purple
and Fine Linen," "The Day of Temptation,"
"Of Royal Blood," &c., &c.

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CHAPTER XXIII.

A COUNTER-FLOT.

"I have no knowledge yet of who the woman
is," responded Hoefler in answer to my question.
"I only know that her name is La Gioia. But
you are aware of her identity, it seems."

"No," I told myself I only knew her name.
He glanced at me rather curiously through
his big spectacles, and I knew that he doubted
my words. I pressed him to explain by what
means he had made the discovery, but his an-
swers were ambiguous. In brief, he believed
that I knew more than I really did, and there-
fore declined to tell me anything. He was ex-
tremely eccentric, this queer old dabbler in the
occult, and I well knew that having once ad-
opted a plan in the pursuit of an inquiry no power
on earth would induce him to deviate from it.

Early an hour I remained in that atmosphere
of poisonous fumes, watching a further but
futile analysis that he made, and afterwards took
leave of him.

I went back to Bayswater, wrote a letter of
resignation to the doctor who had employed me,
and then went forth again upon my round of
visits. The practice was large and scattered,
and several cases were critical ones, therefore it
was not until nearly eight o'clock that I returned
again, fagged and hungry, only to find the
waiting-room filled with club patients and others.

The irregularity of meals is one of the chief
discomforts of a busy doctor's life. I snatched
a few moments to swallow my soup, and then
entered the surgery and sat there until past
nine ere I could commence dinner.

Then over my coffee and a pipe I sat at ease,
thinking over the many occurrences of the day.
Truly it had been an eventful one, the turning-
point of my life. I had telegraphed to my
mother telling her of my good fortune, and in
response had received a word of congratulation.
One of the chief gratifications which the thou-
sand pounds had brought to me was the fact
that for a year or so she would not feel the
absolute pinch of poverty as she had done
through so long past.

"And I was invited to Atworth! I should
therefore have an opportunity of being always at
the side of the woman I loved so madly, and
perhaps be enabled to penetrate the veil of
mystery with which she was surrounded. I was
suspicious of the baronet's wife—suspicious
because she had made her call upon me under
such curious circumstances. How did she
know me, and for what reason had she
sought my acquaintance?"

She had endeavored to flirt with me. Faugh!
Her beauty, her smartness, and her clever woman's
wiles might have turned the heads of the
majority of men. But I loved Beryl. And she
was mine—mine!

Reader, I have taken you entirely into my
confidence, and I am laying bare to you my
secret. Need I tell you how maddening the
enigma had now become; how near I always
seemed to some solution, and yet how far off
was the truth! Place yourself in my position
for a single moment—adoring the woman who,
although she was actually my wife, was yet
ignorant of the fact. And I dare not tell her
the truth lest she might hold me in suspicion
as one of those who had conspired against her.

So far from the problem being solved, each day
rendered it more intricate and more inscrutable,
until the continual weight upon my mind drove
me to despair. My fear was for Beryl's per-
sonal safety. The major and his associates had
already shown themselves perfect artists in
crime, therefore, to be armed against them was
imperative. But in Wiltshire, living beside
her, I would be enabled to watch over and pro-
tect her. Hence my anxiety for the days to pass
in order that I might journey down to Atworth.

At last, on a close overcast afternoon in the
middle of September, when the hot sun seemed
unable to penetrate the heavy veil of London
smoke and the air was suffocating, I left
Paddington, and in due course found myself
upon the platform of the railway station of
Corham, close to the entrance to the Box
tunnel, with Sir Henry and his wife awaiting me.

The former was a tall, smart-looking,
elderly man, with grey hair, and a well-
trimmed grey beard, who, on our introduction,
greeted me most cordially, expressing a hope
that I should have "a good time" with them.
I liked him at once; his face was open and
honest, and his hand grip was sincere.

We mounted the smart dog-cart, and leaving
my baggage to the servant, drove out into the
high road, which ran over the hills looming
purple in the golden haze of the twilight.
Five miles through that picturesque romantic
district, one of the fairest in England, skirting
the Monk's Park, crossing the old Roman road
between Bath and London, and having ascended
the ridge of the steep known as Corham Side,
we descended again through the little old-
fashioned village of Atworth by a road which
brought us at last to the lodge of the Hall.

Then, entering the drive, we drove up to the
fine old tudor mansion, low and comfortable-
looking, with its long facade almost overgrown
with ivy. One of "the stately homes of
England" it stood commanding view of the
whole range of the Wiltshire hills, the trees
and park now bathed in the violet of the after-
glow.

From the great hall the guests came forth to
meet us in old English welcome, and as I de-
scended Beryl herself, fresh in a pink cotton
blouse and short cycling skirt, was the first to
take my hand.

"At last, Doctor Colkirk!" she cried. "We're
all so awfully delighted to see you."

Our eyes met, and I saw in hers a look of
genuine welcome.

"You are very kind," I answered. "The
pleasure is, I assure you, quite mutual."

Then my host introduced me to all the others.
The house, built in the form of a square with
a large courtyard in the centre, was much larger
than it appeared from the exterior. The hall,
filled as it was with curios and trophies of the
chase—for the baronet was a keen sportsman,
and his wife, too, was an excellent shot—formed
a comfortable lounge. Both had travelled a
great deal in India and the East, and most
of the objects there had been acquired during
their visits to the colonies. The room assigned
to me was a bright, pleasant one, clean, with
old-fashioned chairs, while from the window
I could gaze across the lawn and thence down
beyond, away over the winding Avon to the
darker hills. Charming was the view, while
the flower-scented air, after stifling London and
the stuffiness of sick-rooms, was to me deli-
cious.

At dinner I was placed next my hostess, with
Beryl on my left. The latter wore a striking
gown of turquoise blue which, set low at the
neck, suited her admirably. The wonderful
gold-brown of her hair, which had been so long
pressed straight, but as I turned to her before
she seated herself, I saw at her throat an object

which caused me to start in surprise. Suspended
by a thin gold chain around her neck was a
small ornament in diamonds, an exact replica of
that curious little charm, shaped like a note of
interrogation, which I had taken from her on the
fatal night of our marriage—which I wore
around my own neck at that moment. As
I looked it sparkled and flashed with a thousand
brilliant fires. Could that strange little device
convey any hidden meaning? It was curious
that, having lost one, she should wear another
exactly similar.

We sat down together chatting merrily. The
baronet's wife was in black lace, her white throat
and arms gleaming through the transparency,
while her corsage was relieved by crimson can-
tations. Around the table, too, were several other
striking dresses, for the majority of the guests
were young, and the house party was a decided
bygone one. The meal, too, was served with a
stateliness that characterized everything in the
household of the Pierpoint-Lanes.

I watched my hostess carefully, and saw by her
slightly flushed cheeks that my arrival gave her
the utmost satisfaction. At table there, before
the others, I was unable to refer to the uneasy
affair at Gloucester Square, therefore, our con-
versation was of frivolous trivialities—of the
heat in town, and the slowness and unpunctual-
ity of the trains.

It was in the drawing-room afterwards, when
gathered together, that I inquired if she
had entirely recovered.

"Oh, entirely," she replied. "It was extra-
ordinary, was it not? Do you know whether
Doctor Hoefler has visited the house again?"

"I don't know," I responded. "He's so very
secret in all his doings. He will tell me noth-
ing—save one thing."

"One thing? What is that?"

"He has discovered the identity of your visit-
or in black."

"He has?" she cried, quickly. "Who was
she?"

"A woman whom he called by a curious
foreign name," I said, watching her face the
while. "I think he said she was known among
her intimates as La Gioia."

The light died in an instant from her face.
"La Gioia!" she gasped, her breast rising
quickly. "And he knows her?"

"I presume that as a result of his inquiries,
he has made this discovery. His shrewdness
is something marvellous. He has succeeded in
many cases where the cleverest detectives have
utterly failed."

"But how can he have found her?" she went
on, greatly agitated by my statement.

"I have no idea. I only tell you this, just as
he made the announcement to me—without any
explanation."

"She was silent, her eyes downcast. The orna-
ment at her throat caught the light and glit-
tered. My words had utterly upset her."

"I must tell Nora," she said, briefly, at last.
But I presume that you know this person
called La Gioia?"

"Know her?" she gasped, looking up at me
quickly. "How should I know her?"

"Because she visited you as messenger from
this friend, whose name you refused to tell me."

"I did not know it was her," she declared
wildly. "I cannot think that it was actually
that woman."

"You have, then, a reason for wishing not to
meet her?"

"I have never met her," she declared in a
hard voice. "I do not believe she was actually
that woman."

"I have merely told you Hoefler's statement,"
I answered. "I do not know who or what she
is. The name sounds as though she were an
actress."

"Did he tell you nothing else?" she
demanded. "Not another word beyond what
you have already said?"

"He only told me that he had discovered her
identity."

"It has not found out her motive in visiting
me?" she cried quickly.

"Not yet—so far as I am aware."

She breathed more freely. That she desired
to preserve the secret of this woman whom she
feared was plain, but for what reason it was
impossible to guess. Indeed, from her attitude
I seemed very much as though she were actually
unaware that her visitor and La Gioia were one
and the same person. I saw by the twitching
of her lip that she was nervous, and knew that
she now regretted allowing Hoefler to prosecute
his inquiries into the curious phenomena.

That she should be thus disturbed having me,
and I was angry with myself for paving my
proached the unwelcome subject. Why should
I not remain there beside her during my visit
and seek to tranquillize her rather than to upset
her thus? I had come there to protect her
from any evil that might light in her path.
My place was there to comfort her, and if
possible to render her bright and happy. Was
she not my wife?

And as I sat there with her, feasting my eyes
upon her beaming beauty, I thought it all over,
and arrived at the conclusion that to discover
the truth I must remain patient and watchful,
and never for a single instant show my hand.

and the men of the party were, of course, salient
to the ladies in their play. There was a careless
freedom in it all that was most enjoyable. The
baronet was altogether an excellent fellow, eager
to amuse everybody. What I wondered would
he say, if he knew of the vagaries of his smart
wife—namely, that instead of visiting her rela-
tive she had run up to London for some purpose
unknown. One fact was plain to me before I
had been an hour in his house. He allowed her
absolute and complete liberty.

We chatted together, sipping our whiskeys
between our turns at the game, and I found him
a true type of the courteous, easy-going Eng-
lish gentleman. I cannot even to-day tell what
had prejudiced me against his wife, but some-
how I did not like her. My distrust was a
vague, undefined one, and I could not account
for it.

She was eager to entertain me it was true,
anxious for my comfort, merry, full of smart
sayings, and altogether a clever and tactful
hostess. Nevertheless, I could not get away from
the distinct feeling that I had been invited there
with some ulterior motive.

The thought was a curious one, and it trou-
bled me not only that evening, but far into the
silent night, as I lay awake striving to form
some theory, but ever in vain.

Of one thing alone I felt absolutely assured.
I am quick to distinguish the smallest signs,
and I had not failed to become impressed by the
truth I had read in her eyes that night.

She was not sincere. She was plotting
against me.

I knew it, and regretted that I had accepted
her invitation.

(To be continued.)

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HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Jensen	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
NEW YORK VIA SUEZ CANAL	HILLOEY	Brit. str.	—	F. Gedyo	DODWELL & CO., LIMITED	On or about 20th inst.
NEW YORK	GLENGARRY	Brit. str.	—	O.P. Marshall, R.N.R.	CANADIAN PACIFIC RAILWAY CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI &c.	EMPEROR OF INDIA	Brit. str.	—	W. Wats	NIPPON YUSEN KAISHA	On 26th inst.
VICTORIA, B.C. &c. VIA SHANGHAI &c.	RIOTUN MARU	Jap. str.	—	J. W. Ekstrand	T. M. STEVENS & CO.	On 24th inst. at 4 P.M.
PORTLAND, OREGON VIA SHANGHAI &c.	MILOS	Ger. str.	—	—	PACIFIC MAIL S. S. CO.	On or about 27th inst.
SAN FRANCISCO VIA SHANGHAI &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	—	U. & O. S. S. Co.	On 8th inst. at Daylight.
SAN FRANCISCO VIA SHANGHAI &c.	COPTIC	Brit. str.	—	—	TOTO KISEN KAISHA	On 17th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI &c.	AMERICA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
SAN DIEGO, &c. VIA SHANGHAI &c.	CARLEISLE CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 23rd inst. at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 10th inst.
YOKOHAMA & KOBÉ	KASUGA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On or about 30th inst.
YOKOHAMA & KOBÉ	CHANGTU	Brit. str.	—	—	P. & O. S. N. Co.	Today, at 4 P.M.
KOBÉ & YOKOHAMA	GLENGARRY	Brit. str.	—	—	McGREGOR BROS. & CO.	On 9th inst. at Daylight.
KOBÉ & YOKOHAMA	KANAKURA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	Today, at 4 P.M.
SHANGHAI	LYEEMOON	Ger. str.	—	—	BUTTERFIELD & SWIRE	Today.
SHANGHAI	SHANSI	Brit. str.	—	—	P. & O. S. N. Co.	On or about 10th inst.
SHANGHAI	SORBAON	Brit. str.	—	—	DOUGLAS LAFRAIK & CO.	On 10th inst. at Daylight.
SHANGHAI	FORMOSA	Brit. str.	—	—	MITSUI BUSSAN KAISHA	On 11th inst. at Daylight.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	—	MITSUI BUSSAN KAISHA	Today.
SWATOW, AMOY & TAMSUI	AKASHI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	Today.
FOOCHOW VIA SWATOW & AMOY	SURGIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th inst. at 4 P.M.
MANILA	CHANGSHA	Brit. str.	—	—	SHIWEAN, TONES & CO.	On 10th inst. at 5 P.M.
MANILA	DIAMANT	Ger. str.	—	—	MELCHERS & CO.	Quick despatch.
MANILA VIA AMOY	HALOONG	Brit. str.	—	—	DOUGLAS LAFRAIK & CO.	Today, at 2 P.M.
HATPHONG	CHELYDRA	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 9th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	BISAGNO	Ital. str.	—	—	CARLOWITZ & CO.	On 10th inst. at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	KANOSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst. at Noon.

SHIPPING.

ARRIVALS.
 Nov. 5, MICHAEL JENSEN, German str., 710, Jessen, Newchwang 20th October, Ballast.
 — JENSEN & CO.
 Nov. 5, MANOT, French str., 749, Pannier, Haiphong 2nd November and Holbow 4th, General. — A. R. MARY.
 Nov. 6, DECIMA, German str., 794, C. Christensen, Saigon 29th October, Rice and Flour. — CHINESE.
 Nov. 6, HINDEP, British str., 1358, Sleeman, Canton 4th November, General. — CHINESE.
 Nov. 6, LYEEMOON, German str., 1238, Heuermann, Canton 5th November, General. — SIEMSEN & CO.
 Nov. 6, CLAM, British steamer, 2311, Evans, Penang 23rd Oct. and Singapore 26th, Kerosine. — ARNOLD, KARNER & CO.
 Nov. 6, FORMOSA, British steamer, 674, A. E. Redgins, Tamsui 2nd Nov. Amoy 4th and Swatow 5th, General. — DOUGLAS LAFRAIK & CO.
 Nov. 6, HOHMA, French str., 599, Morless, Pakhoi and Hoihow 5th Nov., General. — A. R. MARY.
 Nov. 6, TAIWAN, British str., 1109, Harder, Swatow 5th Nov., General. — BUTTERFIELD & SWIRE.
 Nov. 6, THOR, Norwegian str., 4118, H. Wold, Ketchikan 21st October, Coal. — MITSUI BUSSAN KAISHA.
 Nov. 6, CASSIUS, German str., 1457, Gerlach, Colombo 19th Oct., Firewood and Cattle. — ORDER.
 Nov. 6, PAX, Belgian str., 1207, E. Damster, Manila 3rd Nov., General. — MELCHERS & CO.
 Nov. 6, TAILER, German str., 828, Calender, Swatow 5th Nov., Bullast. — MEYER & CO.
 Nov. 6, PENTACORA, British transport, 2021, Parsons, Taka 30th October.
 Nov. 6, COXETER, French gunboat, 473, De Vaisseau, Lorient, from Canton.

CLEARANCES.

At the Harbour Master's Office, 6th November.
 Toppallant, for Port Townsend.
 Cassius, German str., for Bangkok.
 Chongay, German str., for Bangkok.
 Belgian King, British str., for Nagasaki.
 Airlua, French str., for Hoihow.
 Taiwan, British str., for Canton.

DEPARTURES.

Nov. 6, CLARA, German str., for Hoihow.
 Nov. 6, KACHIDATE MARU, Jap. str., for Moji.
 Nov. 6, SAKURA, German str., for Hamburg.
 Nov. 6, MILOS, German str., for Hongkong.
 Nov. 6, ANNAN, French str., for Shanghai.
 Nov. 6, CHONGAY, British str., for Canton.
 Nov. 6, BELGIAN KING, Brit. str., for Nagasaki.
 Nov. 6, HALLAN, French str., for Hoihow.
 Nov. 6, TAIWAN, British str., for Canton.
 Nov. 6, DESCARTES, French cruiser, for Saigon.

VESSELS IN DOCK.

ANDERSEN DOCKS.—Toppallant.
 KOWLOON DOCKS.—U.S.S. Monterey, Don Juan de Austria, Altamara, Chingta, H.M.S. Janus, Heungshen, Monahau, Tartar, Amigo, H.M.S. Sandpiper.
 COSMOPOLITAN DOCK.—Stanfield, Changsha, Forest Dale.

SHIPPING REPORTS.

The Norwegian steamer *Tiger*, from Kaiti, not at 51st Oct., had strong N.E. wind and hazy weather.
 The British steamer *Taiwan*, from Swatow 5th Nov., experienced light N.E. winds and clear weather with smooth sea to port.
 The German steamer *Taiwan*, from Swatow 5th Nov., had a typhoon on the 1st Nov., between Manila and Paracels, lost mainmast, boat, gangway, &c.
 The British steamer *Formosa*, from Tamsui 2nd Nov. Amoy 4th and Swatow 5th, had fresh gale and high sea to Amoy. From Amoy, from Swatow moderate breeze and fine weather. From Swatow to port moderate N.E. wind and fine weather. Vessels in Amoy.—H.M.S. Isis, Jap. cruiser *Imami*, str. *Emeralda*, *Lola*, and *Shansi*. In Swatow.—Strs. *Chefoo*, *Canton*, *Taiwan*, *Kaiti*, *Wongkai* and German cruiser *Bussard*.

VESSELS ON THE BERTH.

NOTICE TO SHIPPERS.

FOR MANILA VIA AMOY
 THE BELGIAN STEAMSHIP
 "PAX"
 Captain Damster, will leave here as above and will have quick despatch.
 For Freight, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 5th November, 1900. [2897]

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.
 THE Company's Steamship
 "HAILOONG."
 Captain Bathurst, will be despatched for the above port TO-DAY, the 7th inst., at 2 P.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & CO.,
 General Managers.
 Hongkong, 7th November, 1900. [2813]

"GLEN" LINE OF STEAMERS.
 THE Company's Steamship
 "GLENARTNEY."
 Captain Warner, will be despatched as above TO-DAY, the 7th November at 4 P.M.
 For Freight or Passage, apply to
 McGRIGOR BROS. & GOW,
 Agents.
 Hongkong, 5th November, 1900. [2812]

FOR KOBÉ AND YOKOHAMA.
 THE Company's Steamship
 "GLENARTNEY."
 Captain Warner, will be despatched as above TO-DAY, the 7th November at 4 P.M.
 For Freight or Passage, apply to
 McGRIGOR BROS. & GOW,
 Agents.
 Hongkong, 5th November, 1900. [2812]

FOR SHANGHAI.
 THE Steamship
 "LYEEMOON."
 Captain G. Heuermann, will be despatched for the above port TO-DAY, the 7th inst., at 4 P.M.
 This Steamer has superior accommodation for First and Second Class Passengers.
 For Freight or Passage, apply to
 SIEMSEN & CO.,
 Agents.
 Hongkong, 2nd November, 1900. [2796]

THE OSAKA SHOSHEN KAISHA, LIMITED.
 FOR FOOCHOW VIA SWATOW AND AMOY.
 THE Company's Steamship
 "AKASHI MARU."
 Captain K. Suzuki, will be despatched for the above ports TO-DAY, the 7th November.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 25th October, 1900. [2524]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SHANGHAI.
 THE Company's Steamship
 "SHANSI."
 Captain Carnaghan, will be despatched as above TO-DAY, the 7th inst.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 5th November, 1900. [2805]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship
 "SUNGKIANG."
 Captain Moore, will be despatched as above TO-MORROW, the 8th inst.
 The attention of Shippers is directed to the Superior Accommodation offered by this twin screw Steamer.
 A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 1st November, 1900. [2791]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "CHELYDRA."
 Captain Davis, will be despatched as above on FRIDAY, the 8th inst. at 4 P.M.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 3rd November, 1900. [2789]

RENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN	Noon, 10th	See Special Advertisement.
SHANGHAI	C. D. Bennett, R.N.R.	Noon, 10th	Freight or Passage.
LONDON	SORBAON	About 10th	Freight or Passage.
YOKOHAMA VIA NA-	CANTON	About 29th	Freight or Passage.
GASAKI & KOBÉ	C.F. Lockstone, R.N.R.	About 30th	Freight or Passage.

PASSENGER SEASON, 1901.

s.s. PLASSY	7,240 tons	March 30th	MARSEILLES AND LONDON DIRECT.
s.s. SOBRON	7,382 tons	April 27th	Without Transhipment.

For Further Particulars, apply to
 A. M. MARSHALL,
 Acting Superintendent.

Hongkong, 5th November, 1900.

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE, BREMEN, HAMBURG (via COLOMBO)	On 19th November.
AMBRIA	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 6th December.
ARAGONIA	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 20th December.
WITTENBERG	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 30th December.
SAMBIA	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 8th January.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER-DIENST.
 Hongkong, 11th October, 1900. [13]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAKURA MARU	KOBÉ AND YOKOHAMA	FRIDAY, 9th Nov. at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	WEDNESDAY, 14th Nov. at Noon.
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 18th Nov. at DAYLIGHT.
KASUGA MARU	SYDNEY, MELBOURNE, and MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th Nov. at 4 P.M.
RIOTUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI MOJI, KOBÉ and YOKOHAMA	SATURDAY, 24th Nov. at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.
 A. S. MIHARA,
 Manager.

Hongkong, 30th October, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov. 1900.
 "EMPEROR OF JAPAN". Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec. 1900.
 "EMPEROR OF CHINA". Comdr. R. Archibald, R.N.R. WEDNESDAY, 10th Jan. 1901.

THE magnificent TWINSCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PACIFIC STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railways pass.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
 Pedder Street.

Hongkong, 25th October, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON to LAND PASSENGERS AND LOGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	WEDNESDAY	SAILING DATES.
BAYERN	14th November.	
STUTTGART	28th November.	
KONIG ALBERT	14th December.	
PRINZ HEINRICH	28th December.	
PREUSSEN	9th January, 1901.	
HAMBURG (Hamburg-Amerika Linie)	23rd January, 1901.	
SACHSEN	6th February, 1901.	
KIAUTSCHOU (Hamburg-Amerika Linie)	20th February, 1901.	
	6th March, 1901.	

ON WEDNESDAY, the 14th day of November, 1900, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till NOON on MONDAY, the 12th November. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 13th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 13th November. Contents of Packages are required. No Parcel Receipts will be signed for less than 32.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 1st November, 1900. [3]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.

INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	3,601	W. Wats	November 26
BEAUMONT	3,601	W. Wats	December 6
GOODWIN	3,601	J. E. Cox	December 12
DUKE OF FIPE	3,601	J. E. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232.

Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the KODIAC GOLD FIELDS. Frequent Sailings from Victoria and Tacoma to DREX and St. MICHAEL. Rates of Passage to other Points on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
 General Agents.

VESSELS ON THE BERTH
U.S. MAIL LINE.PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at DAYLIGHT.

CITY OF PERKIO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 8th November, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States and Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"CHANGSHIA" Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2587]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHIA" Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2588]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON" Captain Nish, will be despatched as above on TUESDAY, the 13th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd October, 1900. [2569]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"HILGLEN" will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to DODWELL & CO. LD., Agents.

Hongkong, 25th October, 1900. [2410]

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY.

FOR YOKOHAMA AND KOBÉ

THE Company's Steamship

"CHINGTU" Captain Williams, will be despatched as above on SATURDAY, the 10th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2735]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CHUSAN" Captain C. D. Bennett, R.N., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 10th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. J. M. SHELL, Acting Superintendent.

Hongkong, 29th October, 1900. [1]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN AND SOUTH AMERICAN PORTS up to GALIAT.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO" Captain Maganzini, will be despatched as above on SATURDAY, the 10th November, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 31st October, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZU MARU" Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 11th instant, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 5th November, 1900. [15]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN" Captain Ellis, will be despatched for the above ports on THURSDAY, the 15th November, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th October, 1900. [2769]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 18th November, 1900, at 1 P.M., the Company's Steamship "TONKIN" Captain Vauquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 5 P.M. on the 18th November. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th November, 1900. [3]

VESSELS ON THE BERTH
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900. [4]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 24th November, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900. [5]

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL, DIRECT.

(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"TANTALUS" Captain Gregory, will be despatched as above on SATURDAY, the 17th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th October, 1900. [2646]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" 3,002 Tons. On 20th Nov.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBÉ, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [14]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENGARRY" Captain F. Gedy, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 26th October, 1900. [2746]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX" Captain Butt, will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th October, 1900. [2688]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

S.S. "MORAN", American ship, Colcord.—Standard Oil Co.

HONGKONG STEAMERS.

Akashi Maru, Jap. str., 974, Suzuki, Nov. 3, M. B. Kaisha.

Amigo, German str., 771, Bendixen, Nov. 1, Jensen & Co.

Anping Maru, Jap. str., 1,058, Atsumi, Nov. 3, Mitsui Bussan Kaisha.

Cassini, German str., 1,457, Gerlach, Nov. 6, Order.

Cathay, Russian steamer, 3,571, Jensen, Nov. 2, Meichers & Co.

Changsha, British str., 1,463, Moore, Oct. 23, Butterfield & Swire.

Chelyabinsk, British str., 1,574, Davies, Nov. 2, Jardine, Matheson & Co.

Chingto, British str., 2,360, Williams, Oct. 17, Butterfield & Swire.

Chowlat, German str., 1,115, Morris, Oct. 30, Butterfield & Swire.

Chungking, British str., 1,418, Muir, Nov. 1, Jardine, Matheson & Co.

Chwanchan, British str., 1,282, Messer, Nov. 3, Bradley & Co.

City of Rio de Janeiro, Amr. str., 2,275, Ward, Nov. 2, P. M. S. S. Co.

Clam, British steamer, 2,311, Evans, Nov. 6, Arnold, Knapp & Co.

Decima, German str., 784, Christiansen, Nov. 6, Chinese.

Empress of India, British str., 3,003, Marshall, Oct. 30, C. P. R. Co.

Forest Dale, British str., 2,215, Cripey, Nov. 5, Brandao & Co.

Formosa, British str., 674, Hodgins, Nov. 6, Douglas Layprick & Co.

Glenatray, British str., 1,943, Warner, Nov. 4, McGregor Bros. & Gow.

Hainan, British str., 783, Bathurst, Nov. 5, Douglas Layprick & Co.

Hanoi, French steamer, 749, Pannier, Nov. 5, A. R. Marty.

Hansa, German steamer, 1,300, Schall, Nov. 3, Sander, Wieler & Co.

Hermes, Norwegian str., 849, Jensen, Nov. 4, Jardine, Matheson & Co.

Hohsao, French str., 509, Merlees, Nov. 6, A. R. Marty.

Hong Wan, British str., 2,060, Fripp, Nov. 3, Chinese.

Hsinfong, British str., 1,358, Steeman, Nov. 4, Chinese.

Loonging, British str., 1,030, Weigall, Oct. 27, Jardine, Matheson & Co.

Lyeonoon, Ger. str., 1,238, Houermann, Oct. 31, Siemens & Co.

Metropolis, British str., 3,006, Towell, Oct. 30, Butterfield & Swire.

Michael Jensen, Ger. str., 710, Jensen, Nov. 5, Jensen & Co.

Far, Belgian steamer, 1,207, Damster, Nov. 6, Meichers & Co.

Sungking, British str., 1,021, Moore, Nov. 4, Butterfield & Swire.

Taku, German steamer, 828, Calander, Nov. 6, Meyer & Co.

Taitung, British steamer, 1,544, Wilds, Nov. 1, Jardine, Matheson & Co.

Tartar, British steamer, 2,783, Bowles, Oct. 23, C. P. R. Co.

Tiger, Norwegian str., 2,116, Wold, Nov. 6, Mitsui Bussan Kaisha.

SAILING VESSELS.

Benjamin Sewall, American ship, 1,345, Sewall, Sept. 23, Order.

Bittern, British schr., 399, Asklin, Aug. 28, Siemens & Co.

Dumblane, Italian bark, 721, Trepani, Oct. 20, Order.

Dundee, British ship, 1,988, Hemming, Oct. 14, Standard Oil Co.

Hamburg, British ship, 1,649, Caldwell, Aug. 30, Standard Oil Co.

Mary L. Cushing, Amr. ship, 1,573, Pendleton, Oct. 7, Standard Oil Co.

President, British bark, 750, Munro, Aug. 24, Siemens & Co.

Puckard, American bark, 2,000, Allen, Oct. 6, Order.

Sierra Cordoba, British ship, 1,395, Fraser, Oct. 4, Order.

Sierra Miranda, British ship, 1,740, McMaster, Oct. 30, Order.

State of Maine, Amr. ship, 1,446, Colcord, Oct. 6, Standard Oil Co.

Vale of Doon, British bark, 669, Petersen, Oct. 30, Sander, Wieler & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, dispatch-boat, 1,700 tons, 10 guns, 4,900 h.p., Comdr. C. G. F. M. Craddock, at Shanghai.

